

Field Report

Natchez National Historical Park

■ **1.0 Summary**

Natchez National Historical Park is in the city of Natchez in southwestern Mississippi, across from Louisiana on the eastern shore of the Mississippi River. Natchez NHP includes various sites representative of the rich history of the city of Natchez with particular emphasis on the period immediately preceding the Civil War. It is comprised of three NPS-owned properties: the Melrose Estate (78.6 acres in the NPS ownership), the William Johnson complex (approximately one-third acre in the NPS ownership, and Fort Rosalie (32.48 acres currently being acquired by the Park Service). Melrose is the only one of the three sites currently open to the public although the other two sites are expected to be fully open to the public within the next five years.

The city of Natchez is already well advanced in the development of Alternative Transportation Systems (ATS) through the establishment of the Natchez Visitor Reception Center and coordinated intermodal transportation services. A trolley bus service originating from the Visitor Center appears to be effectively meeting the needs of many of the city's visitors to the downtown area. Its route also serves two of the three NHP properties (the William Johnson complex and Fort Rosalie). The Visitor Reception Center is also accomplishing an objective of intercepting private vehicles and tour buses before they enter the downtown area. While the trolley appears to be operating efficiently, improved information services and enhanced amenities could increase its visibility and encourage greater utilization. Furthermore, as the total volume of visitation increases, additional service at reduced headways may be warranted. Also, the trolley does not operate outside of the downtown area, requiring the use of private automobiles, bicycles, or private tour buses to access the outlying historic homes and other facilities such as the Grand Village of the Natchez Indians. With regard to the possibility of direct service to Melrose, the NPS does not feel a dedicated trolley to a single site should be a priority, particularly if it would compete with private tour operators.

■ **2.0 Background Information**

2.1 Location

Natchez National Historical Park is in the city of Natchez in southwestern Mississippi, across from Louisiana on the eastern shore of the Mississippi River. Natchez is approximately 100 miles southwest of Jackson Mississippi, 70 miles south of Vicksburg Mississippi, and 90 miles north of Baton Rouge, Louisiana. Access via the regional highway network is

from U.S. Highway 61 from the north and south, U.S. Highway 84 from the east, and U.S. Highway 65 from the west.

2.2 Administration and Classification

Natchez NHP is a National Historical Park managed by the NPS. The Park became an established unit of the national park system on October 7, 1988. It falls under the jurisdiction of the NPS's Southeast Regional Office in Atlanta, Georgia. The legislation establishing the Park also established the Natchez National Historical Park Advisory Commission. This six-member advisory commission, appointed by the Secretary of the Interior, consists of two members appointed by the mayor of Natchez and one nominated by the governor of Mississippi. The legislation also provided that two of the six members have expertise in historic preservation and one has expertise in architectural history. This advisory commission has been meeting regularly since February 1992.

The Superintendent of the Natchez NHP is Bob Dodson. The Park maintains administrative offices and provides information services at the Natchez Visitor Reception Center at 640 Canal Street.

2.3 Physical Description

Natchez NHP includes various sites representative of the rich history of the city of Natchez. Prior to the Civil War, the city of Natchez was a commercial, cultural, and social center for the cotton belt in the American South. It was the second largest slave market in the country and the sale of cotton, produced by plantation-based slaves, resulted in an extraordinary concentration of power and wealth. The opulent lifestyle of the cotton planters is displayed through the numerous, architecturally distinctive antebellum estates within the city of Natchez. Collectively, Natchez has one of the best preserved concentrations of significant antebellum properties in the United States. Many of these historic homes are opened to the public during the annual spring and fall pilgrimages which involve guided tours of the estates by costumed interpreters. Natchez is also at the southern terminus of the Natchez Trace Parkway. Historically, the Natchez Trace was a primitive trail running approximately 500 miles between Natchez and Nashville, Tennessee. The NPS maintains the Natchez Trace Parkway as a scenic limited access motor road (or byway). The Parkway currently ends at U.S. 61 approximately seven miles north of the city.

These attributes, in addition to the availability of riverboat casino gambling and high-quality tourist amenities (restaurants, hotels, and bed and breakfasts), have established Natchez as a major tourist destination in southwestern Mississippi. Although the resident population of Natchez is 20,000, tourism visitation is expected to grow to 700,000 visitors annually within the next three to four years.

Natchez NHP is comprised of three NPS-owned properties: the Melrose Estate (78.6 acres in the NPS ownership), the William Johnson complex (approximately one-third acre in the NPS ownership, and Fort Rosalie (32.48 acres currently being acquired by the Park Service).

Figure 1 provides a detailed map of Natchez. The location of the Visitor Reception Center is shown by the star. The route of the trolley is shown in red. Melrose is site number 35. The William Johnson complex is number 15. The site of Fort Melrose is between the Visitor Reception Center and the Mississippi River.

Figure 1. Map of Natchez and Points of Interest



Melrose Estate – Melrose Estate was built in the 1840s by John T. McMurran, a wealthy cotton planter and lawyer. It is typical of the antebellum mansions on spacious estates established by cotton planters before the Civil War. Melrose Estate is complete with

original furnishings and intact outbuildings and has been well maintained and preserved over the years. Its 19th century furnishings collection is of museum quality and is directly associated with the estate's owners. The site includes various outbuildings used as the kitchen and laundry, cisterns, a storage building, slave quarters, a formal garden, a stable, and a carriage house. The surrounding grounds of the estate are carefully maintained and provide a scenic setting for the mansion.

Figure 2. Melrose Estate



Melrose Estate is the only NPS property within the Natchez NHP currently opened to the public. It is also one of only five Natchez mansions that are open all year. Guided tours are not normally provided although a brochure describing a self-guided tour is provided at the entrance to the grounds. The first floor of the house is ADA accessible via a hydraulic lift. The estate is accessed from Melrose Avenue. A graveled parking area is provided which can accommodate 30-40 vehicles.

William Johnson Complex – William Johnson was born a slave and then freed by a white planter believed to be his father. Initially, he was a barber and eventually owned several barber shops, rental property, and farmland where labor was performed by his slaves and hired white workers. He also kept a detailed diary of his life which depicted antebellum southern life and the relations between whites and free blacks.

The William Johnson house is a two and one-half story brick Greek Revival town house, on State Street between Canal and Wall streets. The integrity of the original residential portion of the house is good and the original floor plan is intact. No bathrooms were installed, all original millwork remains, and remnants of the 19th century wallpaper and paint survive. Most doors have their original hardware. Currently undergoing restoration and not open to the public, the William Johnson house will serve as a center for interpreting Natchez' African-American history. Assuming completion of the initial restoration process, NHP staff estimate that the house could be open to the public within one year. However, additional funding is needed for complete restoration.

Figure 3. View of William Johnson House Exterior



Adjacent to the William Johnson house but included in the complex is the McCallum house. This is a two and one-half story brick building, built in 1837. Although the ground floor may have been used commercially, the upper floors were residential. There have been various alterations to the house since its original construction and the structural condition of the building is poor. The McCallum House will serve as a visitor contact station for the William Johnson House.

Fort Rosalie – The site of the original Fort Rosalie is on 32.5 acres on a hill west of South Canal Street, near the NHP offices and the Natchez Visitor Reception Center. Fort Rosalie was the site of the initial European settlement of Natchez. Established by the French in 1715, the Fort was built on a bluff overlooking the Mississippi River. Currently there are

several frame houses on the site. Between the fort site and the Mississippi River is a cleared terrace where ancillary buildings, including the commandant's house, a Catholic church, and a priest's house, were located in the 1720s. West of this terrace was the fort's river landing. The site maintains much of its topographical integrity. Limited archeological testing at the fort site by the Mississippi Department of Archives and History resulted in the discovery of 18th century artifacts.

Figure 4. View of Fort Rosalie Site from Rail ROW



The site contains many additional structures, including seven significant historic buildings eligible for the National Register of Historic Places. Other structures on the site are considered intrusive or marginally significant. The NPS and the state historic preservation office have informally agreed that many of these buildings could be demolished. The NPS is in the process of seeking formal determinations of national register eligibility for the significant structures. The results of this process will be included in a final plan/environmental impact statement. Efforts are currently underway to complete acquisition of significant properties which would constitute the Fort Rosalie site. Park officials estimate a minimum of three years before the site would be open to the public.

Other Significant Sites Outside of the NHP – In addition to the three sites described above, various other historic facilities and sites are within the city of Natchez, which bear a relationship to the NHP:

- An earlier study of Natchez' resources defined a single preservation district encompassing most of the significant resources in the Natchez vicinity. Covering approximately six square miles, it included 10 of the city's 11 national historic landmarks, all five National Register of Historic Places historic districts, and 41 individually listed national register properties. The NPS has no regulatory or management control over property within this preservation district, other than at the three NPS sites. However, the preservation district legislation allows the Park Service to enter into cooperative agreements and provide technical advice on issues such as interpretation, preservation, and signs in return for bringing the property within the scope of the NHP's purpose.
- **The Natchez Trace Parkway** is a scenic motor road (or byway) which includes portions of the historic Natchez Trace, a trade route originally used by the Natchez Indians prior to European contact. Currently, the Parkway terminates at Highway 61 approximately seven miles north of the city. Long-range plans for the NHP include extension of the Parkway into the city of Natchez along an existing rail right-of-way. Terminus of the Parkway would be in the vicinity of Fort Rosalie and the Natchez Visitor Reception Center.
- **The Grand Village of the Natchez Indians**, administered by the Mississippi Department of Archives and History, is a national historic landmark containing a visitor center, mounds and plazas, and reconstructed Natchez Indian structures dating from the early 1700s. Several archeological investigations have occurred at the site and the facility is considered the primary area for describing Native American settlement within the region.

In addition to these historic amenities, the city of Natchez in conjunction with the NPS, operates the Natchez Visitor Reception Center off of South Canal Street. The Visitor Reception Center officially opened on June 2, 1998. It is intended to provide "one-stop shopping" for visitors initially arriving in Natchez by providing a full range of tourist information and traveler services. In addition to housing the NPS offices, it provides free visitor parking; restrooms and telephones; exhibits including a multi-media history of the city; a tourist information center staffed by the city of Natchez, the NPS, and the state of Mississippi; and a bookstore. (It is hoped that the Visitor Center can also serve as a consolidated central outlet for tickets for all Natchez facilities and programs, including the annual Pilgrimages. However, Pilgrimage tickets are currently sold through the Pilgrimage Garden Club from an office in the downtown area.) The Visitor Reception Center also operates as an intermodal transportation center, providing tour bus parking, support facilities, and connections to a downtown trolley bus service. These services are discussed in more detail in following sections.

Figure 5. Natchez Visitor Reception Center



2.4 Mission and Goals of the National Historical Park

The legislation establishing Natchez NHP described Congress' desire that the park be a resource that actively reaches out to the community to effectively tell the story of all the peoples of Natchez and that preserves Natchez' resources for future generations. Individual management objectives have been established for each of the Park's units and for the overall Park District:

- **Melrose** – To preserve and restore the structures, collections, and grounds to provide visitors within the viewshed of the mansion the opportunity to experience the estate of a cotton planter during the pre- and post-Civil War era.
- **William Johnson House** – To preserve, rehabilitate, and restore the William Johnson complex to interpret the life and times of William Johnson and the African-American experience in Natchez and the surrounding region.

- **Fort Rosalie**
 - To preserve, protect, and manage the natural and cultural resources of the site, especially the view to the river, the topography, and the archeological remains.
 - To create a setting in which the visitor will be able to understand the site and its relationship to the river during its use as a fort.
- **Park District**
 - To encourage the preservation (including restoration) of the historic character of the park district.
 - To identify the elements of that character in the district and develop guidance to manage change.
- **Interpretation**
 - To ensure that the history of Natchez is interpreted from early to modern times through those cultural resources in the park and the surrounding region.
 - To ensure that this history of the cotton era in Natchez remains central to the Park's overall interpretive effort.
 - To interpret the strategic importance of Natchez in the struggle for control of the lower Mississippi River valley during the colonial and early territorial periods at Fort Rosalie.
 - To ensure that the diversity of the African-American Experience in Natchez and surrounding region is interpreted.
 - To ensure that visitors have access to information about available cultural resources in the Park and surrounding region and also have the opportunity to understand all the stories of Natchez, including those where cultural resources are no longer available.
- **Natchez Trace Parkway** – To bring the Natchez Trace Parkway to the bluffs and provide the opportunity for visitors to understand the relationship of the trace to the river and the early history of Natchez.

2.5 Visitation Levels and Visitor Profile

Visitation to the city of Natchez is highly correlated with the schedule of the Natchez Pilgrimage in the spring and fall, with the spring pilgrimage attracting the most visitors. In year 2000, the spring pilgrimage is scheduled to run from March 8 to April 8. The fall pilgrimage will run from October 18 to November 4. This schedule closely tracks with historic visitor rates at Melrose and at the Natchez Visitor Reception Center.

The Park Service collects a variety of data relevant to visitation at Melrose – vehicles entering the grounds, visitors to the Visitor Center (located behind the mansion), and visitors who take the tour of the mansion. As indicated by the Park Superintendent, many

visitors simply enter the grounds for a glimpse of the property or are local residents who may come to picnic or fish. There were nearly 41,000 total visitors to Melrose in 1998. The highest number of visitors taking the mansion tour was 2,674 in March and the lowest was 537 in July (no visitor numbers were reported for May and June). Total visitors (at the Visitor Center) in March was 3,393. In 1999, through September, the highest visitor month was, again, March with 4,029 visitors taking the mansion tour and 4,964 visitors to the Visitor Center. The lowest visitor month was January with 447 visitors taking the mansion tour. Based on these two years of data, the number of visitors who take the Melrose house tour are increasing, with an average monthly visitor rate of approximately 1,300 in 1998 and 1,800 in 1999.

The NPS also reports the number of visitors to the Natchez Visitor Reception Center. By July 1998, in its second month of operation, the Center served over 26,000 visitors. Maximum visitation in 1999 was in April with nearly 37,000 visitors. Through September of 1999, the Visitor Reception Center averaged over 27,000 visitors a month.

Figure 6. Interior of Natchez Visitor Reception Center



Based on these trends, local officials are projecting an annual total visitor rate of 700,000 to the city of Natchez. This includes visitors to historic resources, attendees to conventions and meetings, and gamblers. Visitor use projections from the 1994 General Management Plan used in the planning for the Visitor Center indicate that visitors tend to live within a 300-mile radius of the city, tend to be in their middle years, with no children under the age

of 16 living at home. Most visitors are interested in experiences along the riverfront or on the river and are also interested in touring historic homes, Fort Rosalie, African-American history sites, and other historic attractions. Motorcoach operators believe the historic homes offer the major attraction for their customers.

■ 3.0 Existing Conditions, Issues and Concerns

3.1 Transportation Conditions, Issues and Concerns

As indicated above, Natchez is approximately 100 miles southwest of Jackson Mississippi, 70 miles south of Vicksburg Mississippi, and 90 miles north of Baton Rouge, Louisiana. Access via the regional highway network is from U.S. Highway 61 from the north and south, U.S. Highway 84 from the east, and U.S. Highway 65 from the west. The city has a fully-developed urban street system providing access to all NHP properties. The downtown street system is laid out on a grid pattern, with one-way streets alternating direction along both the north-south and east-west axis. This area consists of a variety of commercial and office development as well as hotels and restaurants in the central area, surrounded by residential development. Some of the city's historic homes are located in this core area although the majority are on the periphery, two or more miles from the center of town.

Most access to and within Natchez is by private automobile. Also, tour buses activity is steadily increasing, particularly during the Pilgrimage periods but also for package tours and the gambling casino. Discussions with local officials indicated that there is concern over the volume of vehicular traffic in the downtown area and that this was a major factor motivating the development of the Visitor Center with its centralized parking and trolley service. The Visitor Center actively supports the tour bus business by providing parking and waste-disposal facilities. Tour bus operations are restricted in portions of the city to protect roadbeds not designed to accommodate heavy vehicles and to maintain quiet for city residents. Visitors arriving by tour bus at the Visitor Center have the opportunity to use trolley services, walk, or reload onto smaller buses operated by private tour operators. This facility was, in part, funded through the Intermodal Surface Transportation Efficiency Act (ISTEA) and there was a shared feeling among local officials that the facility has effectively reduced downtown area traffic.

On-street parking in the downtown area is limited, and there also appears to be limited off-street parking. The downtown area itself has an excellent sidewalk system and is generally a "pedestrian-friendly" environment with narrow streets, dense development, and attractive shops and scenery. While some of the historic homes, those in the downtown area including the William Johnson House, can be accessed by walking, the majority of homes are outside the downtown and are beyond reasonable walking distance.

The trolley service operating from the Visitor Reception Center makes a loop into downtown and then along the waterfront, past the Lady Luck Casino and Under-the-Hill (historic area with high-end restaurants), back to the Visitor Reception Center. As a result of central parking being provided at the Visitor Reception Center, trolley service to these multiple destinations facilitates greater pedestrian activity, particularly in the downtown

area. Service is not provided to the historic homes outside of the downtown area, which are served intermittently by private tour operators. The trolley operates on approximately a 20-minute headway along a two and one-half mile route (see Figure 1). Service begins at 9:00 a.m. and ends at 7:00 p.m. on weeknights and at 9:00 p.m. on Friday and Saturday during the summer (March through October) and until 5:00 p.m. on weeknights and 8:00 p.m. Friday and Saturday during the winter schedule (November through April). Stops are signed within the downtown and there are sheltered benches at the waiting/drop-off areas at the Visitor Center and adjacent to the casino. The NPS has developed designs for trolley stops in the downtown area which include information kiosks and shelters. However, the schedule and funding for the development of these trolley stops is not currently defined. The fare is \$1.00 to ride for a full day or \$.50 for individual rides. A trolley service had been in operation prior to the opening of the Visitor Reception Center but, according to local officials, ridership has increased 400 percent since the Center's opening. The trolley fleet consists of two rubber-tired historic trolleys and two full-sized "pickle" buses (by virtue of their green color). Two more full-sized buses are on order. Typically, only one of the trolley buses is in general operation with the other vehicles available for peak demand periods such as during the Pilgrimages. These vehicles have been purchased through the Mississippi Department of Transportation which also subsidizes operating costs which are not covered by the fare-box. The city of Natchez's Transit System, which also operates the city's senior citizen transportation services, is responsible for operating and maintaining the vehicles.

Figure 7. Natchez Trolley



There are no designated bike routes or trails within the core area or to the historic homes outside of the core. However, the Mississippi River Trail (MRT), a bike route following the Mississippi River from Minnesota to Louisiana, runs through Natchez. Also, the Natchez Trace Parkway is becoming increasingly popular as a bike route. Plans to extend the Parkway into Natchez could increase bicycle use within the city and act as an incentive for improved bicycle amenities throughout the community.

According to the Park Superintendent, a planning effort is underway to extend the Natchez Trace Parkway into the vicinity of Fort Rosalie via a currently active Illinois Central rail right-of-way. This would essentially put the southern terminus of the Parkway in the immediate vicinity of the Visitor Reception Center. This plan could take as long as 20 years to implement but could be sooner depending upon negotiations with Illinois Central to abandon the right-of-way.

3.2 Community Development Conditions, Issues and Concerns

Natchez has made a concerted effort to coordinate and capitalize on its tourism potential. As indicated above, community officials are anticipating as many as 700,000 annual visitors in the near future. A downtown convention center is being planned and the community has effectively organized efforts to encourage further growth in the tourism market. Particular efforts have focused on the growth potential of the tour bus industry through active marketing and the provision of support facilities at the Visitor Reception Center. There has also been a significant growth in international tourism, with Natchez being the primary international visitor destination in Mississippi. The majority of these visitors are from France and Germany. All promotional material for the city available at the Visitor Reception Center features the NHP as a significant attraction for visitors.

3.3 Natural or Cultural Resource Conditions, Issues and Concerns

As indicated above, the facilities maintained by the NPS under the auspices of the Natchez National Historic Park consist of the Melrose mansion, the William Johnson site, and the site of Forts Rosalie. The Melrose mansion and grounds are well preserved and meticulously maintained. There was no indication of any specific concerns regarding the condition of the facility. The William Johnson house is currently undergoing restoration. Assuming completion of the initial restoration process, NHP staff estimate that the house could be open to the public within one year. However, additional funding is needed for complete restoration. The Fort Rosalie site is currently undergoing a planning process prior to restoration. The NPS is in the process of seeking formal determinations of national register eligibility for the significant structures on the site. The results of this process will be included in a final plan/environmental impact statement. Efforts are also underway to complete acquisition of significant properties which would constitute the full extent of the Fort Rosalie site. An important element of this effort would be further stabilization of the steep bluff overlooking the River. Park officials estimate a minimum of three years before the site would be open to the public. This could include development by the city of an adjacent park along the bluff overlooking the Mississippi River which would include pedestrian paths and bike trails.

In addition to the numerous historic homes within the city, other historic properties within proximity to the NHP include the Grand Village of the Natchez Indians, Frogmore Plantation (an 1,800-acre working cotton plantation), and the Natchez Museum of African American History and Culture. St. Catherine Creek National Wildlife Refuge is approximately four miles south of the city on the Mississippi River. This facility was established approximately seven years ago and provides fishing, hunting, and hiking trails. However, it is not well-publicized and it is unlikely that visitors traveling to Natchez for historic tourism or gambling would be aware of the facility.

3.4 Recreation Conditions, Issues and Concerns

Apart from the wealth of historic properties providing a major tourist attraction, riverboat gambling is a major recreational activity drawing visitors to the Natchez area. The Lady Luck Casino was one of the first riverfront casinos in Mississippi and is therefore well known. However, the development of additional casinos along the entire Mississippi waterfront as far north as Tunica has created more competition and there appears to be some cause for concern over the ability of the casino to maintain its present volume of customers.

■ 4.0 Planning and Coordination

4.1 Unit Plans

The General Management Plan/Final Environmental Impact Statement for the Natchez National Historic Park was approved in February 1994. This GMP/FEIS presented various alternatives for a partnership between the city of Natchez and the NPS to support facilities and programs to present “the story of Natchez from its beginnings to the present.” Central to the program described in the GMP was the goal of establishing a visitor center which could provide a consolidated tourist information center in conjunction with transportation services. This goal has been accomplished through the development of the Natchez Visitor Reception Center.

It is the NPS’ objective to have all of the NHP properties in full operation and to also provide interpretive services in downtown Natchez within five years. Extension of the Natchez Trace Parkway into Natchez is a longer-term project, subject to negotiations with the Illinois Central Railway over the abandonment of the rail right-of-way. A final Environmental Impact Statement for the Natchez Trace Parkway was approved on November 25, 1998.

4.2 Public and Agency Coordination

Overall, visitor and tourism planning seems to be exceptionally well coordinated in Natchez. The NPS activities are well integrated with the city’s overall program to encourage tourism and facilitate convenient transportation services through the Visitor Reception Center. The

extent of this integration is evidenced by the multifunction capabilities of the Visitor Center, as a gateway to the community for all visitors, a facility to disseminate information on the full range of activities available to visitors, and as a hub of intermodal transportation services. The Park Superintendent gave much of the credit to the Mayor of Natchez for the coordination of these activities and the cooperative relationship between various agencies. The current mayor has now served three terms and has a background in business.

The NPS appears to have an excellent working relationship with city of Natchez officials. The City Planner, City Engineer, and Director of Tourism Management and Development participated in the site visit meeting and enthusiastically indicated their support of the NPS mission in Natchez.

■ 5.0 Assessment of Need

5.1 Magnitude of Need

The city of Natchez is already well advanced in the development of ATS through the establishment of the Natchez Visitor Reception Center and its intermodal transportation services. The downtown trolley service appears to be effectively meeting the needs of many of the city's visitors and two of the three NHP properties. It is also accomplishing an objective of intercepting private vehicles and tour buses before they enter the downtown area. While the trolley appears to be operating efficiently, improved information services and enhanced amenities could increase its visibility and encourage greater utilization. Furthermore, as the total volume of visitation increases based on tourism projections, the opening of additional NHP facilities, and the proposed convention center, additional service at reduced headways may be warranted. However, the trolley does not operate outside of the downtown area, requiring the use of private automobiles, bicycles, or private tour buses to access the outlying historic homes and other facilities such as the Grand Village of the Natchez Indians. With regard to the possibility of direct service to Melrose, the NPS does not feel a dedicated trolley to a single site should be a priority, particularly if it would compete with private tour operators.

5.2 Feasible Alternatives

- An on-demand shuttle service serving Melrose in addition to various historic homes and facilities outside of downtown Natchez beyond the coverage area of the trolley service. The service would be dispatched from the Visitor's Center. Pick up times could be arranged in advance or phones, push-button speakers provided at adjacent parking areas.
- Additional shelters and information kiosks in support of the existing trolley service in the downtown area to provide greater visibility for the service and improve the overall trolley rider experience.

- Additional information regarding the trolley's schedule and route made available at the Visitor Reception Center. (It was noted at the time of the site visit that there were no route maps available and the schedule of the trolley pick-up/drop-off schedule was not posted in the drop-off area.)
- A city-wide bicycle plan to be developed in conjunction with the extension of the Natchez Trace Parkway into the vicinity of the Visitor Reception Center. This plan should identify appropriate bike routes within the city as a means of accessing key visitor destinations and also identify appropriate amenities (bike lockers at hotels and the Visitor Reception Center; bike racks at historic homes) which would be supportive of bicycle touring within Natchez.

■ 6.0 Bibliography

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Natchez Fall Pilgrimage information flyer.

How to Visit Natchez Tour Planner information flyer.

Annual visitation reports prepared by Natchez National Historical Park.

■ 7.0 Persons Interviewed

Bob Dodson, Superintendent, Natchez National Historical Park

Kendall Fuller, Maintenance Supervisor, Natchez National Historical Park

David M. Gardner, City Engineer, City of Natchez

Walter Tipton, Director, Office of Tourism Management, Natchez Visitor Reception Center

David S. Preziosi, City Planner, City of Natchez

Linda Delany, Natchez Transit System